The Hawaiian Star,

DAILY AND SEMI-WEEKLY.

Published every afternoon (except Sunday) by the Hawaiian Star Newspaper Association, Limited.

SUBSCRIPTION RATES.

Local, per annum.....$ 8.00
Foreign, " 12.00

Payable in advance.

FRANK L. HOOGS.....MANAGER

MONDAY.....DECEMBER 12, 1904

Lessons Of The St. Louis Airships

Now that the St. Louis Fair is over, consideration of its results assume an importance that speculations or predictions of its results made while the fair was in progress, did not have. One of the features of the St. Louis Fair which was entirely unique in the history of great expositions, was the space and attention given to the subject of aerial navigation, and the exhibits of airships and their tests, which were made. The fact that there was such an exhibit; the fact that an immense building in a large enclosure within the grounds was provided for the exhibit; the fact that there were exhibits; and the final fact that actual aerial voyages were made, are important facts and may mark an era.

In the transportation building which was not a long walk from the aerodrome, which is the name given to what were sometimes derisively called "the airship stables," was an exhibit by the Baltimore & Ohio Railroad of originals or reproductions of every type of locomotive that has been used in America, beginning with Stephenson's "Rocket," and even containing, by way of plenary illustration, reproductions of projected or actually built locomotives previous to Stephenson's time. For instance there was a mechanism built to illustrate a proposal for a steam locomotive put forth by Sir Isaac Newton. There was a reproduction of a working model made and used by one of James Watt's assistant's in his experiments with steam engines. There was also the reproduction of a French machine of two centuries ago, which is said to have been the first locomotive that ever propelled itself on a highway by its own motive power.

There was something more than a matter of mere propinquity in the fact that these two exhibits were close together. The locomotive exhibit showed by graphic and physical illustration the development of a method of locomotion that a hundred and fifty years ago was, so far as actual practical attainment was concerned, as nebulous and uncertain as aerial navigation is now. In fact there was less promise of its present development and achievement than there is now of successful, practical, navigation of the air. The first principle, that of motive power, had been seen dimly, but had not been reduced to practice in even a crude way. This series of locomotives leading up to the latest models of present day types combining beauty of design with maximum of power, showed by what hesitating and halting steps these results have been reached. The crudities of construction and design of some of these early types of locomotive which were the best exponents of steam locomotion in their time, seem scarcely credible now, in comparison with present day development. Appliances and models that to us seem so obvious that they would naturally have been thought of first, came late in the process of development.

Applying the inference from this to the airship exhibit, it may be that the crude, inefficient, unwieldy, doubtfully workable contrivances in the aerodrome—for such all of them certainly were—may be the antitype of aerial locomotion, as the "Rocket" and its predecessors were of steam locomotion.

Still this is an anology only, and there are a number of considerations which indicate that it ought not to be too unhesitatingly accepted. In the first place it must be remembered that the "Rocket" and its successors, crude and ungainly as they look, actually served practical purposes. They held their own and accomplished results on a commercial basis in competition with existing modes of locomotion. Railroads operating these locomotives made money and developed the railroad business.

None of the airships have done this. The most that any of them have done is to make uncertain aerial voyages. Not more, if as much as the early French locomotive before spoken of, or the working model made by James Watt's assistant.

The truth is, that aside from the fact that every achievement, however trivial, has its place in the development of a system, and the further fact that there is always the possibility that some unthought of mechanical principle in the crudest of machines may ultimately be the dominating principle in a developed mechanism, there is little or nothing in the airship display at St. Louis to lead to the belief that any real advance in aerial navigation has been made.

All the airships exhibited were of the type which provided by balloon appliance for rising into the air and sustaining itself there, and then by the paddlewheel or propeller principle for progress through the air. There was not one of them in which there was the hint of any other principle by which to overcome gravity. There was nothing in any machine exhibited to give hint that their inventors had ever studied the subject, or sought any other principle, or had ever given much thought to efficiency of design in the application of the balloon principle. To call the proponents of any of the machines exhibited at St. Louis "inventors," is in most cases flattery. Their highest claim could only be as adapters. They merely attached a balloon to a framework on which was fitted a propeller and a rudder operated by means of a steam, gasoline, or electric motor. The only advance over some working models exhibited ten years and more ago, is that the dead weight of car and machinery has been brought within the limits of the buoyant power of a balloon not so big as to be unwieldy beyond the horsepower of the motor. In other words, motors have been made lighter in proportion to their power. But this has been a development of the automobile and not of the airship. There has been keen study of the motor in the relation of its weight to its power, but the automobile men and not the airship men have done it.

Apparently every airship exhibited at St. Louis was an effort on the part of its builder to make a machine that would come within the requirements of the rules laid down for winning some of the big prize money offered; without apparently much or any effort to really solve the problems of aerial navigation. There was competition for prize money but very little emulation for the achievement of the goal of aerial navigation. One or two men were shrewd enough or lucky enough to find a gasoline or other motor that was not so heavy, but that it had power to propel a balloon under some circumstances. There was not one of them who so far as can be seen has discovered a new principle, or a new application of an old one. On the surface, at least, there is no indication in the St. Louis airship exhibit, either that aerial navigation has made much progress since the time of the brothers Golfier, or that there is likely to be soon any practicable method of air navigation.

America's Debt To Hawaii

The recent death in Evanston, Illinois, of Dr. Henry M. Lyman, a native of these Islands, born of missionary parents, recalls attention to the large number of men of accomplishment, in proportion to the stock from which they were drawn, which these Islands have furnished to America and the world. Foremost among these men who have been to America as bread cast upon the waters returning after many days, is of course, General Armstrong. The work he did and the institution he founded, and above all the impulse he gave to education and work among the negroes, mark an era. Not thus prominent, but yet of a widely useful prominence, was Dr. Henry M. Lyman. For years he ranked as in many respects the leading physician in Chicago in the field of general practice. A quarter of a century ago two names were bracketted for that honor in the professional estimation of the Great Lake region where their work was best known. These names were Dr. Nathan Smith Davis and Dr. Henry M. Lyman. Each was at the head of a great medical institution, Dr. Davis at the head of Chicago Medical College, and Dr. Lyman at the head of Rush Medical College. Both were leaders in philanthropic and benevolent work. Both were effective speakers. Both were men of broad culture and high professional attainments. Dr. Davis was the older man, and as his activities lessened through advancing age, Dr. Lyman came to be looked on as Dean Emeritus of the medical profession in that region.

No man, probably has had anything like as much influence on the medical profession and on medical education in the middle west, during the past thirty years, as Dr. Lyman. At the head of Rush Medical College, for years the largest medical college in the middle west in point of attendance of students, he had a commanding position, which he filled in the full sense of that term, in breadth of personal influence, in liberality of thought and catholicity of sympathy, and in progressiveness in thought and outlook. The service he rendered in the one field of philanthropy, might well have made a worthy reputation. His contributions to medical literature, both current and permanent, have been voluminous, valuable and important. His clinical work has been wonderful in its extent, and his work in the field of popular instruction from the platform and in current and popular periodicals, has had a large and admirable influence in keeping the current of popular belief within the limits of sound and rational bounds when threatened on more than one occasion to be carried away by the flood of some supposed new scientific discovery from which erroneous deductions were too hastily drawn by imaginative or effervescent minds. Dr. Lyman was more than a useful man; he was a man whose usefulness was recognized, and was repaid to him by his fellowmen in an appreciation, which is after all, the highest meed a serious mind can desire. In this public recognition of Dr. Lyman's abilities and usefulness, there is a reflected glory comes to these Islands, and the missionary stock which produced him.

David B. Lyman a brother of Dr. Lyman, has been for many years prominent at the bar of Chicago. Of late years he has devoted his attention and abilities to the business of the Title Guarantee and Trust Company of Chicago, an institution, which holds in its hands, in large measure, the security of real estate titles in the Garden City. He has been one of the prominent churchmen of the middle west, a delegate representing the Diocese of Chicago at the General Convention of the Protestant Episcopal Church for many years, serving on many of the most important committees, among them the committee on canons in the convention held at Boston in October.

Besides these names may be mentioned those of the Gulicks, who in the foreign mission fields of Spain and Japan have achieved enduring positions among the world's workers. To these ought to be added especially in the field of philology those whom we claim as our own, who have reduced so many of the Polynesian languages to writing, shown their relation to other languages, and translated the scriptures into them.

Nor ought we to forget in this connection the sons of Hawaii who on the battlefields of the civil war gave their lives or their services that a government of the people, by the people and for the people, might not perish from the earth.

In view of the contumelious things that have been said about Detective Hatter it might be assumed by the unthinking that there are people in Honolulu who object to a detective who detects.

Habeas corpus as a cure for leprosy might be denominated a medico-legal triumph.

The cultivation of grape fruit might prove a profitable minor industry in the Islands. It is a citrus fruit and therefore prima facie is adapted to our soil and climate. It has grown into popular favor in the states very rapidly, so rapidly as to attract the attention of the paragraphers and funny men, as is illustrated in a recent number of Life, where under a suitable picture is the legend, "How much sugar shall I put on your grape fruit, Elsie dear?" "Too much, Auntie," being the precocious child's response. Grape fruit is served liberally on all the Atlantic liners, and the Oceanic steamers on the Pacific place it on their menus for breakfast. If it can be grown here the trans-Pacific steamers will afford at least the beginning of a market.